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MONDAY, NOVEMBER 14, 1921.

America's Practical Idealism.

The heart of the world has leaped at Secretary Hughes's announcement of America's explicit programme for a reduction of naval armament, not because he has banished or could banish with a mere dictum the intolerable burdens of militarism and the unspeakable horrors of war. The same world, whatever it is suffering as the penalties of past conflicts and enduring as preparedness against future conflicts, knows nothing of the kind is possible.

It is not in the power of the President and the Secretary of State, even with the assent and support of the United States Congress, arbitrarily to determine the basis on which the nations of the Old World shall begin to beat their swords into ploughshares. It is not in the power of America, even with the assent and support of a fraction of the peace loving nations of Europe, arbitrarily to do this.

The force of the Hughes proposal, which has swept civilization off its feet, is that it declares for doing something as big as it is concrete, and as feasible as it is definite, and for doing it now. It declares for doing it with what the French press so aptly calls America's practical idealism.

While other governments before and since the war have talked about the wisdom and humanity and necessity of restricting the temptations to war, and while nations and races have prayed through the generations and centuries for the elimination of war, no great country until now has stood forth with a specific plan to do the actual work of pushing war itself steadily into the background by gradually removing from the hands of nations the weapons of war.

Again the force of the Hughes proposal, as the whole world gets it, is that it comes from a country which is better able to build and support stupendously costly military machines than any other country is.

And so when the United States shows, as Secretary Hughes in its behalf does show, that this thing of lightning the military load and of getting further away from war can be done, when it shows how it can be done—when the United States offers for its part to go further than anybody else in the doing of it, all humankind thrills at this message of a new life for men and nations the world over.

The Sky Express.

The spirit of the British aircraft manufacturers is undaunted. Before the tragedy of the big dirigible that was destroyed on the eve of its departure for America is forgotten there comes an announcement that an English firm is building a giant monoplane for transatlantic flight. It is to have a speed of 130 miles an hour, a wing spread of 400 feet and a carrying capacity of 150 passengers. Its proposed time table is London to New York from one noon to the next.

Nobody will say "It can't be done" in the face of the fact that two men, Alcock and Brown, hopped from the western continent to the eastern in a plane. Yet there will be those that will doubt until they see persons who have lunched in England on Monday taking their noonday meal in the United States on Tuesday—assuming, of course, that a twenty-four hour flight at 130 miles an hour leaves the passenger with appetite.

What possibilities the story of this proposed venture suggest! England, with such sky expresses at her command, would be put in much closer touch with her colonies. Her Canada would be a day away instead of a week. Her India could be reached without long, hot and weary travel. Her Australia would be a place for Englishmen on short holidays to take a look at.

As for ourselves, we too are an empire of magnificent distances. Our own land is as broad as the Atlantic. Our Pacific possessions are so far away that weeks or months must be devoted to visiting them. And our sister continent, that South America of which the United States knows so intimately, is very far away when distance is measured by the

speed of steamers. The passenger plane at two miles a minute would change all that. From the mainland to Porto Rico or Santo Domingo and thence, by simple hops, to Para, to Rio, to Buenos Aires—how easy the life of the globe trotter becomes! Around the world in eight days, not eighty.

Whatever the outcome of the ambitious project now under way in England there must be a thrill of envy in this country, where flying had its birth. America, with all its inventive genius and wealth, is lagging in the aircraft race. Our plane builders seemingly cannot or will not plunge into a million dollar enterprise such as this one on which the English have embarked.

If It Had Been a Congress Vote.

If Congress district elections had been held last Tuesday it is not too much to say that some Republican strongholds would have been buried under landslides like the Hylan crash which fell upon New York. In other cities and in other States there were enough election day sensations to leave little chance for doubt about that conclusion.

The American people elected the present Congress in 1920 to do the things the country sorely needs and to undo the things the country cannot stand. They expected and had the right to expect that these things would be done faithfully, promptly and successfully. After waiting a year the American people have had from this Congress little or none of the performance which was promised them and on which they counted.

It is true that the present Congress has not been at work for that whole year; its session began on April 11 last, after President Harding took office. But it also is true that the previous Congress was in the hands of the same party and the same leaders as now control the present Congress. There was no reason why they should not have begun to whip their legislative programme into shape the day Harding was elected, and the American public knew that fact a year ago when it looked for the Senate and House organizations to get their plans ready for early execution after March 4. The public has had it in mind ever since then, while weeks and months have slipped away with so few of the things accomplished which it elected this Congress to accomplish.

Nothing final done yet about taxation and there is no sign that when something is done it will be anything like what the country needs to get on its feet again. Nothing final done yet about tariff revision and there is no reason to expect that when something is done it will meet the requirements of the new conditions here and the world over. Nothing done yet about getting the national transportation system on a basis where it can do the country's hauling at a cost which will lighten the burden borne by American industry and business. Nothing done yet on many other grave questions which this Congress was elected to deal with and settle.

The achievements of the United States Government in this year of 1921 have been 99 per cent. President Harding's. Until March 4 both the administrative and the legislative departments were simply marking time. Since then President Harding has done wonders. Congress has done virtually nothing.

It is President Harding's departments which have saved the bulk of the money which has been saved. It is his Budget Director who has managed to force spendings down below even the Congress appropriations made to cover the estimates. It is his stand which has blocked bonus and other squander schemes. It is his initiative which has brought the great Powers into the international conference to see how much treasure can be saved by limiting the colossal and bankrupting expenditures on armament.

There is one year left for Congress to win back the approval of the public which it has so generally and painfully disappointed in the last year. It would better make the most of what time is left to set the job done and get it done right. After the record of futility and failure which thus far stands a year is none too much in which to remove the deep and burning impression of a debt burdened, tax harried and business disturbed public that this may become a calamity Congress.

Exonerating the Coast Guard.

After the drowning of eleven fishermen off Horeford Inlet bar, New Jersey, on October 31 the Coast Guard crews at Angelsea and Stone Harbor stations were adversely criticized by some persons, who asserted that they had been laggard in searching for the imperilled men when news of their plight was circulated along shore. So persistent was the criticism that eventually a coroner's jury investigated the matter. Its verdict has been rendered and it constitutes a complete exoneration of the coast guard.

As this vindication of the crews of Angelsea and Stone Harbor stations is recorded by the men of the vicinity familiar with the sea and with local associations which would give them particular interest in the tragedy, it carries conviction with it.

The New York Herald congratulates the Coast Guard on the formal refutation of the charges that were brought against it. The high reputation of the service for fearlessness, skill and devotion remains untarnished, as do the good names of the individuals in the crews concerned.

This outcome of the inquest is what the country expected from the record of this arduous service, which has a splendid history of heroism and self-sacrifice.

Facts About Mexican Oil.

Mexico is yet young as an oil producing country, but in ten years her natural advantages have put her ahead of every other nation except the United States among the countries that furnish the world's supply of petroleum.

In 1901 Mexico produced 10,345 barrels of petroleum, the United States produced 6,620,000, and the world's production was 167,434,000 barrels. In 1910 Mexico produced 3,634,000 barrels, the United States 209,557,000, and the world 327,937,000 barrels.

Since 1910 the growth in Mexican oil production has been amazing. It jumped to 12,000,000 barrels in 1911. In 1920 it reached 163,000,000 barrels, or nearly 24 per cent. of the world's 688,000,000 barrel production in that year. The output of wells in the United States was 443,000,000 barrels in 1920, or about two-thirds of the world's total.

In 1910 the share of the world's production supplied by the United States was about 70 per cent. The remaining 30 per cent. came from foreign fields other than those in Mexico, with the exception of the 3,634,000 barrels of Mexican production, which was just about 1 per cent. of the total supply.

By 1920 the world's appetite for oil had more than doubled. The United States still maintained close to its 70 per cent. proportion of the total, but the foreign fields other than Mexico, it can be seen from the foregoing figures, dropped to a meagre 5 per cent. of the total oil supply, their output being only 80,000,000 barrels compared with 100,000,000 barrels in 1910.

This reveals the policy of foreign countries owning oil deposits in the Far East and controlling others in the Near East and South America, which is to conserve their own resources and draw on ours, supplementing what they get here with oil from Mexico, the neighbor on whom we would be most dependent when our own wells were exhausted.

Since we cannot control the oil production in other parts of the world it is to our interest that Mexico should furnish as large a share of the oil supply as possible, to relieve the draft on our own wells.

Anything that checks oil production in Mexico adds directly to the demand on our own fields and thus shortens their life.

Salt water drowned out the famous Potrero del Llano well in Mexico in 1918 after it had produced 110,000,000 barrels of oil in eight years. This would have called for nothing more than a granite monolith suitably commemorating such a stupendous producer had it not been that other wells in the same neighborhood and in pools further removed also went to salt water. The life of the Mexican oil fields appeared to be threatened; one investigator even went so far as to limit the duration of existing pools to 1,000 days from July 21, 1921, which would be to December 1, 1924. This would be a disaster for Mexico and not much less a misfortune for this country.

Roy H. Flamm, a Department of Commerce expert on Mexican oil production, in an analysis of Mexico's probable oil producing capacity in future years, appearing in the Commerce Reports, allays some of the fears concerning the salt water menace. He shows that the Mexican output has not been reduced by the salt water invasion. New wells are brought in faster than old ones are exhausted.

It is estimated that out of 148,000,000 acres of prospective oil bearing land only 10,000,000 have been investigated. Vast tracts where oil seepage gives almost certain indication of subsoil pools have not yet been developed. Mr. Flamm says as a conservative estimate that Mexico could produce 600,000,000 barrels of oil a year, or nearly four times the 1920 output, and the United States Geological Survey is authority for the estimate that Mexican oil reserves are sufficiently large to last forty-five years at the 1920 rate of export.

The report of the Department of Commerce gives at least a little assurance that the salt water menace is not so serious as it was at first believed to be. From the larger view of Mexico's place in the world oil market and the relief afforded our own wells by her increased production this assurance is something for which to be strongly grateful. Mexico without oil would hinder world development in a hundred ways.

Uncle Sam, Road Builder.

Under the Federal highway act, which President Harding approved last Wednesday, \$75,000,000 becomes available from the United States Treasury in aid of road building in the States and \$15,000,000 is appropriated for highway construction in the national forests.

The \$75,000,000 is to be divided into three parts, one to be apportioned among the States according to their population, one according to their area and the third according to their mileage of rural free delivery and star mail routes.

Tables prepared by the Department of Agriculture show that Texas is entitled to more than any other State, namely, \$4,125,172.41, New York to \$3,696,447.47, New Jersey to \$2,476,875.00, Connecticut to \$480,897.78, Massachusetts to \$1,096,476.04, Rhode Island, Vermont and New

Hampshire to \$365,625 each, and Maine to \$695,160.25.

Of \$275,000,000 previously appropriated for Federal aid for road construction \$199,823,427 had been apportioned up to October 31. Good roads come here, but Uncle Sam must have them.

Our World Credit Balance.

Through its access to the records of foreign exchange transactions during the war and for some time afterward the Federal Reserve Board is now able to supplement its earlier estimates of the world balance of credit since the beginning of 1919. The board estimates our unfunded credit balance for this period at \$2,708,000,000 up to October 1 last.

The figure is arrived at by adding up the sums owed to this country and deducting the debts we owed abroad on December 31, 1918, which amounted to \$882,000,000. The following table shows how the net favorable balance was arrived at, six figures being omitted:

	Jan. 1, 1919,	1919, to Oct. 1, 1920, mos.	1920, mos., to Oct. 1, 1921.
U. S. creditor, 1919, 1920, mos., 1921.			
Excess of exports	\$4,016	\$2,949	\$1,679
Net exports of gold and silver	441	...	...
Net exports of Federal reserve notes	91	103	...
Net interest payments receivable (private)	60	125	130
Net ocean freight payments receivable	220	140	50
Total credit items	\$4,829	\$3,317	\$1,879
U. S. debtor, 1919, 1920, mos., 1921.			
Excess of imports	\$1,016	\$2,949	\$1,679
Net imports of gold and silver	...	...	...
Net imports of paper currency	...	...	...
Net international payments of U. S. Government	\$2,375	205	...
Net private investment of American capital abroad	800	235	250
American securities owned by U. S.	150	125	40
Immigrant remittances and relief	600	700	300
Tourist expenditures	50	150	125
Total debit items	\$3,475	\$1,583	\$1,374
Net additions to unfunded credit balance of U. S.	\$1,353	\$1,732	\$505
Net balance on open account owed by U. S. on December 31, 1918	...	...	882
Net unfunded credit balance of the U. S. Oct. 1, 1921	...	...	\$2,708

* Definite figures not available.

A surprising feature of this analysis is that the enormous imports of gold have reduced the foreign debt to us by only \$188,000,000, while the outward remittances by immigrants footed up more than eight times as much, or more than a billion and a half of dollars.

The interest on private debts to this country amounted to \$335,000,000, no account being taken of the interest on war advances by the United States Treasury, because little or none has been paid. But if this item were added the credit balance of this country would be enlarged by about \$500,000,000.

The balance sheet does, however, include the post-armistice advances by the Treasury to foreign nations. This total is put at \$2,680,000,000, and because it represented an export of capital it is properly treated as a debit to this country, although in the long run, assuming it is repaid, it will be entered up as an additional credit.

The slump in the earnings of our ships, it will be noted, became acute in 1921. Normally a fleet of 10,000,000 tons flying our flag in the foreign trade should return us at least \$200,000,000 net each year.

Among the items not included in the balance sheet are the sums owed this country on the liquidation of war materials and the private balances held abroad which will not be returned to this country until exchange rates take a more favorable turn.

Our chief trouble, however, is not the size of our foreign credit balance so much as its nature. Most of the credit balance is represented by obligations of European countries, which in many cases are unable to fund their floating debts here or to pay them off. This prevents the free and unobstructed turnover of capital employed in foreign trade and is one of the difficulties yet to be overcome before international commerce can again restore its equilibrium.

Health Week begins today. Persons who follow Dr. Moderation's regime for the body and obey Dr. Goodhumor's injunctions as to the mind have fifty-two health weeks every year.

Captain Costigan—Honored Dan—has quit the police force. He could not get on with the city administration. A good many taxpayers would like to resign, but they can't.

A November Picture.

There is a calm and something in the air. Bodies of brown November's hovering wings. O'er a far field a lonely crow's cry rings. And deep within an ancient orchard where The apples drop broods silver stillness. The waning wind its showers of red leaves flings. And to the last bright flower one gold bee clings. The land lies wrapt in peace as sweet as prayer.

What message manifested may one find In quiet rapture of the resting earth Communing with its maker not in blind Or thoughtless adoration, but in ways Fraught with true understanding, for since birth Nature has worshipped God with silent praise.

ELIZABETH SCOLLARD.

Central Park Conditions.

Evidences of Neglect Seen Away From the Main Drives.

TO THE NEW YORK HERALD: It meant by the "bigger things" to which Mr. Jones refers in his letter on conditions in Central Park and which he classifies as improvements. If he refers to repairs to the east and west drives, where many, many thousands of dollars were spent that automobiles could speed through in greater ease and comfort, then probably he is right.

The immediate vicinity of the two main drives gives no idea of conditions existing elsewhere in the park. To see it in its decadence one would have to alight from one's car and traverse the various paths. Then the visitor would observe that the "park as a whole is neglected." Workmen and policemen who have been stationed in the park for years confirm every statement I have made.

The destruction of shrubbery, the killing of all small animals and feathered things which add attractiveness to the park, and the additional fact that action on the part of anybody not in official clothing to stop such wanton outrage would result in a fine, are all mislaid with the statement that "so long as we have boys with us we will have these things happen." Further comment is useless. THOMAS MAXWELL, to New York, November 12.

Disarmament.

John Fiske on Counting Heads and Breaking Heads.

TO THE NEW YORK HERALD: Your contributor Frank J. Goodwin of Litchfield, Conn., quotes General Greely as saying: "I will believe in the disarmament of nations when our cities have reached the time when they no longer need a police force."

Kindly allow me to call his attention to the fact that John Fiske has outlined as part of his program a much smaller nutshell. He says—I quote from memory: "As long as our voting strength is the index to our fighting strength we can continue to count heads instead of breaking them."

Had our Southern States not counted 60 per cent. of their negro population as part of their fighting strength, but a large part of their fighting weakness, we might have avoided our civil war.

E. S. B. S. R. BROOKLYN, November 12.

Legal Terms Misused.

There Is No Penal Code Now, and Only One Kind of Writ.

TO THE NEW YORK HERALD: It is a common error to refer to the Penal Code. The Penal Code is not in existence any more, as it was superseded in 1909 by the present Penal Law.

I notice statements that writs of mandamus were granted against the Board of Estimate and Apportionment. The writ of mandamus was abolished when the civil practice act went into effect on October 1, 1921, and mandamus is now granted by order, so that the proper way to state it is that an order of mandamus was granted.

I notice the statement that the Mayor was served with a writ in contempt of court proceedings. He was served with an order. It is interesting to note that the only writ now in existence in New York is the writ of habeas corpus.

ALEXANDER M. JARECKIE, NEW YORK, November 12.

No Tickets to Florida.

Experience of a Man Who Wanted to Take a Trip South by Sea.

TO THE NEW YORK HERALD: What has become of our American shipping? Having been ordered by my physician to take a trip south I called at one of the large tourist offices with the object in view of going to Florida.

A polite ticket clerk told me that they did not sell any more tickets to Florida, in fact did not know anything about it, but he did know about every place else out on Mother Ocean. He finally convinced me that Bermuda was the place to go.

From what information I could get out of the ticket clerk the American lines have no agencies and the clerks boom English islands. JAMES WILSON, NEW YORK, November 12.

Our Tense, Stern Faces.

TO THE NEW YORK HERALD: We folk from under the Southern Cross through an excess of sunshine are a laughter loving people, and the first thing we notice about our American cousins is their unsmiling attitude. They live in a wonderful country with every advantage and plenty of cash, but their expression is tense and stern. To be adorned with a grin is not the idea, but a relaxation of the facial muscles, which will soften the expression and even the eyes.

They seldom have everything but the smile which makes one kinder to one's neighbors. SOUTHERN CROSS, NEW YORK, November 12.

Profit From the Golden Hoof.

TO THE NEW YORK HERALD: Why abandon sheep farming? Twenty dollar sheep are now selling for \$5 each. Had we a breed of sheep that would hair or bristles instead of wool it would pay to raise them at present prices of mutton lamb.

Almost no other farm operation requires so little labor, and the sheep improve the land.

Feed the people, clothe the people with the product of the golden hoof and you win. DUTY CLARK KENTON, CARBONDALE, Pa., November 12.

Taking the Joy From Snake Stories.

TO THE NEW YORK HERALD: Far be it from me to be counted an iconoclast, but why do not Curator Ditmars and his able ephephologists at the Bronx Zoo remove the fangs from the constricting and save themselves from all danger of future attacks when removing the scales from his eyes? J. K. HAND, NEW YORK, November 12.

A Truth Stated Simply.

TO THE NEW YORK HERALD: The simple truth is that the more money we can raise through our coming Christmas seals campaign the more human lives we can save during the 1922.

Rumanian Paintings on View Here

Prince and Princess Bibesco Open Exhibit of Works by Rubin and Kolnik.

An exhibition of paintings by two Rumanian artists, by name Rubin and Kolnik, was formally opened yesterday in the Anderson Galleries by the Rumanian Minister to this country, the Prince Antoine Bibesco. A large company attended, including many prominent in art, musical and literary circles.

Both Prince Bibesco and his wife, who has just arrived here, spoke. The Prince spoke humorously of his youthful days when he was supposed to be in school but was really in the art galleries making acquaintance with the great international figures in art. He added that while politicians were vainly trying to construct a league of nations the great artists had already formed one constituting a true bond between the nations.

The two artists, Rubin and Kolnik, are young, romantic and modernistic. They have been deeply affected by the great war, and most of their canvases depict persons who are bowed down with suffering. In style the two men are much alike, and in subject matter somewhat more forceful of the two and is a mystic, frankly confesses that he "has an influence upon Kolnik."

Both artists use light, palettes and brushes with the work of Van Gogh and the Swiss artist Hodler. Rubin leans strongly toward decoration in art; Kolnik more toward realism. The company present, which was markedly cosmopolitan and spoke many languages, gave close study to the sad pictures.

SALES IN THE GALLERIES.

English antiquaries, including furniture of the Jacobean, William and Mary, Queen Anne, Heppelwhite, Sheraton and Chippendale periods, will be on exhibition in Silo's Art Galleries to-day for their sale at auction on Thursday, Friday and Saturday afternoons. With

Winds of the Night.

From the Los Angeles Times.

Winds of the night of shadows blown from a starless track, Whispering there in the darkness, and the shadows whisper back. Why must you haunt my dreamment under the rain wet eaves. With voices of ghosts forgotten in the rustle of withered leaves?

Winds of the night of sadness, calling me as you creep, Whispering there in the lowlands, where the heart of the night is deep; Crying of days forgotten, sighing for dreams long sped, Why must you blow gray ghosts again from graves of the vanished dead?

There is a voice in the shadows, a voice from a bygone day; A song that the heart is in springtime, Blown from the fields of May; Clear as the woodland ripple from the roll of a silver stream. And the night is sweet with music and the dark with an old, old dream.

Winds of the night of winter, here I have come, In the gloom of my loneliness room as a bird may seek its nest. For peace in the gloom of my loneliness room as a bird may seek its nest. Why must you haunt my dreamment under the rain wet eaves?

With voices of ghosts forgotten in the rustle of withered leaves? ANNIE COLUM, NEW YORK, November 12.

American Valuation.

An Argument Against the Adoption of the Plan.

TO THE NEW YORK HERALD: In an editorial article on valuation of imports you apparently assume that an article with a British value of \$100 and a 50 per cent. duty might have an American value of \$110. I think I need hardly elaborate this proposition to show its mathematical incorrectness.

As a matter of fact by an article based on 30 per cent. duty based on foreign valuation will sell in this country at from 50 to 75 per cent. above the original value. The same duty based on United States valuation it will be from 20 to 30 per cent. higher, figured on foreign value. In other words, the duty at the same rate based upon American valuation will be from 60 to 100 per cent. higher than when based on foreign value. It has been claimed that the Fordney rates have been reduced to the American valuation, but this is not true, as they are generally as high as and in many cases even higher than under the present tariff. As a matter of fact the Fordney tariff bill is largely prohibitive.

You appear also to be under the impression that this country can attempt the very large task of adjusting by means of our tariff the valuation of imports which one country may have over another through its local conditions. Certainly no tariff ever before passed in this country has attempted to adjust anything but our own affairs, and I fear that you have not followed this problem to its logical conclusion in presenting such a theory.

As a matter of fact your own argument that the duty on certain goods should be the same on similar goods from every country would adjust the difference between costs of manufacture at home will not stand the test of examination, as it must be apparent that the only result would be to leave the two foreign countries with the exact difference between them that they have from their difference in local costs. That is to say, should you charge the same amount of duty on goods from England as from Germany and should Germany be able to produce those goods at a lower cost you are not balancing the difference but leaving Germany with her full cost advantage. However, this proposition is hardly worth following up, as the most ardent tariff advocate would hardly attempt to regulate the affairs of the world in that way.

There is one point which very few of the advocates of the American valuation scheme have had the courage to touch upon, and that is the fact that hardly any two articles are identical, and therefore to attempt to decide what American article exactly matched the imported article would lead to unlimited litigation. In fact it is very improbable that the same appraisement would be made at different ports on any one article.

ALBERT W. PELL, BROOKLYN, November 12.

A Record for Automobile to Equal.

From the Fair Play (Mo.) Advocate. Uncle Bob Ray of the Mountain Grove district brought his farm wagon in one day recently to have the tires set, and it was found to be forty-eight years old. Uncle Bob says he bought it new in 1873 and it is apparently still good for many more years of service. This is a remarkable record for a vehicle of that kind.

The wedding bells are still ringing in our midst, but they will soon quiet for the want of young people until some more grow up.

THE WEATHER.

For Eastern New York—Rain and warmer to-day; to-morrow rain, fresh southerly winds.

For New Jersey—Rain and warmer to-day; to-morrow probably rain; fresh southerly winds.

For Northern New England—Snow or rain to-day; to-morrow, clear, probably somewhat warmer; moderate southerly winds.

For Southern New England—Rain or snow to-day; to-morrow rain, moderate southerly winds.

For Western New York—Cloudy, with local snows to-day; to-morrow somewhat warmer, fresh southerly winds.

WASHINGTON, Nov. 13.—Pressure is high in the Atlantic States and on the north Pacific coast and is low over all regions between the Mississippi River and the Rocky Mountains with centres of minimum pressure over the Canadian maritime provinces. There has been snow within the last twenty-four hours in the region of the great lakes and the upper Mississippi Valley and northwestern Canada. The weather over the great central valleys, the region of the great lakes and the south Atlantic and Gulf States and it has changed little. Only the parts of the